

CLASSIFICATION <u>SECRET</u>		
COUNTRY <u>East Germany</u>	REPORT	
TOPIC <u>Koethen Airfield</u>		
EVALUATION <u></u> PLACE OBTAINED <u></u>		25X1
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REMARKS <u>This is UNEVALUATED Information</u>		
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1. The following air activity and aircraft were observed at Koethen airfield between 18 August and 2 September 1954:

18 August. Between 1230 and 1600, MiG-15s and U-MiG-15s made local flights and formation flights in spread-out formations of two and four at an altitude of about 2,000 meters. Some of the aircraft disappeared from view while flying in various directions. At about 1600, air activity was discontinued. The aircraft taxied to the hangars north of the runway and parked there. Nine MiG-15s and U-MiG-15s were counted in front of each hangar. A total of 27 aircraft were observed at the field.

20 August. Between 0800 and 1200, no air activity was observed although the weather was favorable. A total of 22 jet fighters were counted at the field.

26 August. Between 0900 and 1500, there was air activity during favorable weather. Four alert jet fighters were parked at the runway. At 0900, 12 MiG-15s and U-MiG-15s with auxiliary fuel tanks took off in elements of two in rapid succession. There was an interval of about 1,000 meters between the individual elements. At an altitude of 500 to 600 meters, two elements each assembled in a formation and practiced cross-country flights for about 45 minutes. The landings were made individually. At 0950, 5 MiG-15s and U-MiG-15s took off at intervals of about 10 minutes and practiced driving. Each aircraft practiced for about 20 minutes and made 3 dives at a steep angle from an altitude of about 2,000 meters. Between 1115 and 1300, air-to-air firing was heard from the area east of Koethen. The sleeve target was towed by a MiG-15 which took off at 1115. Subsequently, 15 individual take-offs were made by MiG-15s and U-MiG-15s at intervals of 5 to 7 minutes. These aircraft probably practiced firing at the sleeve target. At 1120, 4 MiG-15s and U-MiG-15s took off at intervals of about 50 meters, assembled in formation and made a cross-country flight. One formation of 4 aircraft landed at 1300.

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27 August. At 1030, individual flights were made by MiG-15s and U-MiG-15s. One jet fighter [] flew a sleeve target. Four MiG-15s and U-MiG-15s were parked in front of the eastern hangars.

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2 September. Beginning at 0930, 8 jet fighters took off in 4 elements of two at intervals of 10 minutes. All of the aircraft were fitted with auxiliary fuel tanks and headed north at an altitude of 2,000 to 3,000 meters. After 90 minutes, 6 jet fighters landed individually. During the landing, the Kniferest-type radar set made slow and irregular reciprocating movements. About 1000, 2 U-MiG-15s were being towed by a truck out of the hangar to the take-off point. The aircraft individually took off at intervals of about 4 minutes. They made aerobatics, alternately rolls and steep banked turns, near the field and at an altitude of 1,500 to 2,000 meters. After 30 minutes, the 2 aircraft landed at an interval of about 2 minutes. Source observed that one aircraft which approached for landing had an antenna mast, about 50 cm long and pointing laterally upward at the rear end of the cabin roof. The antenna was strung to the upper edge of the rudder assembly. At 1130, 8 jet fighters took off in elements of two with an interval of 2 to 3 minutes between the individual elements. The aircraft assembled in formations of four and climbed to high altitudes while developing vapor trails. Their landings were not observed. About 1700, 8 MiG-15s and U-MiG-15s again took off in elements of two. The aircraft made the same flights as previously observed.¹

2. The following radio installations and radar stations were observed:

18 August. Two radio installations of which one was located between the aircraft revetments north of the runway and the other one in front of the western hangar.

27 August. The two radio installations were no longer observed. A radio installation with one mast, about 15 meters high and braced by 3 guy wires, was seen for the first time in the southern section of the field, about 500 meters west of the AA gun emplacement. Two radio trucks were parked at the take-off point.

2 September. The previously observed radio and radar stations had changed their location. The model AA4 MK3 radar set was located 50 to 80 meters west of the AA gun emplacement on the southern edge of the field. A shed was erected to protect the front portion of the radio truck, while the rear portion of the truck including the antenna projected from the temporary building. A Fishnet-type radar set and a Kniferest-type radar set were seen in the area of the aircraft revetments on the southern edge of the field. About 1030, a radio installation with one mast was observed about 100 meters west of the Kniferest-type radar set. The mast was about 15 meters high and braced by 3 guy wires. The installation was removed after the landings of 8 MiG-15s or U-MiG-15s. The new location of the radio installation could not be determined.²

3. On 18 August and 2 September, the AA gun emplacement in the southeastern corner of the field was still occupied.

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4. On 2 September, about 3 aircraft dummies, apparently made of wood, were seen between the eastern hangars. The dummies were built like a model MiG-15 without landing gear. They remained at the same places all the time.³

6. The following air activity and aircraft were observed at the field between 25 August and 10 September:

25 August. Between 1230 and 1340, there was intensive air activity at the field. The take-offs were made in the wind direction. A total of 5 take-offs and 7 landings were observed. Some aircraft flew in a northeasterly direction. At 1645, intensive air activity was observed. Three radio trucks were parked near the aircraft revetments in the northern section of the landing field. The number of MiG-15s and U-MiG-15s had apparently increased. During the air activity, at 1300, 39 jet fighters were observed parked at the field. A single-engine low-wing monoplane, 1 single-engine biplane and 2 aircraft without rudders were seen in front of the eastern hangars.

26 August. Between 0645 and 1400, flying was practiced. At 1630, no air activity was observed and 12 jet fighters were parked in front of the eastern hangar and a larger number of such aircraft were seen in front of the western hangar.

27 August. Between 1645 and 1700, there was only little air activity. About 1700, all the aircraft had landed. Firing at towed sleeve targets was practiced. One MiG-15 or U-MiG-15 dropped a sleeve target before landing. Three additional jet fighters landed with their sleeve targets. A total of 22 aircraft were parked in front of the hangars.

3 September. Between 1345 and 1510, there was air activity by MiG-15s and U-MiG-15s. At 1400, a MiG-15 with the No 312 landed coming from the east. Air activity continued although the radio trucks left the northeastern corner of the field. Six take-offs and 7 landings were still observed. After taking off, the aircraft made a large left bank and then headed east. Most of the landing aircraft crossed the field at a low altitude, made a curve and then landed. Seventeen MiG-15s or U-MiG-15s were observed in front of the eastern hangars. Five MiG-15s, probably dummies, were seen between the aircraft revetments and the westernmost hangar for several days.

8 September. Between 1130 and 1345, only little air activity was observed. Between 1230 and 1255, 3 landings were made. About 1345, 2 MiG-15s or U-MiG-15s landed at the field and were immediately towed toward the eastern hangars. The field was occupied by a large number of aircraft. Two MiG-15s

Four or 5 men worked on the aircraft. Two tank trucks and 2 trucks were parked between the revetments. Additional jet fighters observed included 6 which were parked parallel to the runway and with their noses pointing to the south;

17 in front of the eastern hangar; and 8 in one row in front of the western hangar. The number of jet fighters parked in front of the eastern hangars was increased to 22 about 1400. At 1630, the weather deteriorated

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and it began to rain. Air activity was discontinued and most of the aircraft were parked in the hangars. The radio trucks left their locations in the northeastern corner of the field after a red ground signal had been fired. The sentries previously posted near the gap in the fence of the flying lane were withdrawn. A total of 16 MiG-15s and U-MiG-15s were observed in front of the eastern hangars. The 5 MiG-15s which were believed to be dummies were still seen from the western hangar.³ About 200, intensive air activity was observed. The weather had become better. One aircraft flew in the beams of a searchlight at an altitude of about 2,000 meters. Another aircraft with set position lights followed and was staggered to the side. The former aircraft flew without position lights and gave signals with its landing lamp as soon as the beams of the searchlight lost the plane. Three searchlights were involved in the exercise. Toward the evening, the searchlights had taken position in the northeastern corner of the field, east and west of the field. There were no permanent emplacements.

10 September. No air activity was observed at 0700. Twelve MiG-15s and U-MiG-15s were parked in the eastern section of the landing field. The radio trucks in the northeastern corner of the field were apparently not in operation. It appeared that the aircraft and vehicles had been left there after night flying activity. The gates of all hangars were closed. At 0750, a green ground signal was fired near the radio trucks in the northeastern corner. About 40 soldiers stood individually and in groups around the 12 MiG-15s. The first MiG-15 or U-MiG-15 took off at about 0755, and headed toward the northeast. At 1645, two radio trucks were parked in the northeastern corner. Nineteen MiG-15s and U-MiG-15s were seen in front of the eastern hangars. Power test runs were conducted on the aircraft. At 1745, a Li-2 landed at the field.¹

7. The following radio and radar installations were observed at the field between 26 August and 8 September:

26 August. A radio truck with an extended umbrella-type antenna was parked at the northern edge of the field near the aircraft revetments. About 50 meters east of the truck was another radio truck with a rod antenna and another 80 meters eastward was a third radio set with a rod antenna.

27 August. Three radio trucks were parked on the southern edge of the landing field at intervals of 50 and 80 meters. One umbrella-type antenna and 2 rod antennas were identified.

3 and 8 September. A radio truck with an umbrella-type antenna was located in the southern section, near the middle of the landing field, 5 to 10 meters from the fence. About 12 meters east of the truck was a trailer, about 2.5 meters long and with the boards at one side being lowered. About 20 to 25 meters east of the two vehicles was a group of 3 vehicles which were arranged from west to east. A Fishnet-type antenna was seen 1.5 meters from one vehicle. At distances of 10, 50 and 70 meters to the east were a Kniferest-type set, a radio truck with a rod antenna and a model AA4 MK3 radar set respectively. All the vehicles seemed to be stationary as they did not leave their locations when air activity was discontinued.²

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8. On 26 and 27 August, soldiers were engaged in excavation work near the new building southeast of the airfield, next to the aircraft revetments. On 11 September, a rectangular area, about 10x12 meters, was being excavated and subsequently rammed about 40 meters east of the new building which was located northeast of the ammunition dump and in line with the radio and radar sets at the southern edge of the field.

9. An octagonal frame with a lid but without bottom had been built in a joiner's workshop by 11 September. A glass plate was to be put into the frame, which apparently would serve as the top section of a table which could be lighted from underneath the glass. The air force officer who picked up the frame at the joiner's workshop stated that the pane would be marked with letters.⁵

1. Comment. The increased number of MiG-15s and U-MiG-15s at Koethen airfield confirms that two regiments are located there. In late July 1954, the fighter or reconnaissance regiment from Welzow was transferred to Koethen. Air activity observed was carried out along the usual pattern; in particular, formation flights by up to 8 aircraft were made. Air activity observed on 2 September confirms the cooperation between aircraft and the Kniferest-type radar set.

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2. Comment. For location sketch of radio and radar installations as of early September, see Annex 1. Prior to early April, a Token-type set had temporarily been located on the Petersberg about 15 km south of Koethen airfield in addition to the Kniferest-type and Fishnet-type radar sets. The present location of this set is not known.

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3. Comment. The aircraft dummies which were observed by both sources at various places of the field had been mentioned for the first time in a previous report. The purpose of these dummies has not as yet been determined.

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4. Comment. The new building is probably to serve as day room for the personnel of the alert flight. The purpose of the reported excavation is still unknown.

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5. Comment. For sketch of frame with lid, see Annex 2. The frame is probably to serve as top portion of a map table previously reported by the same source.

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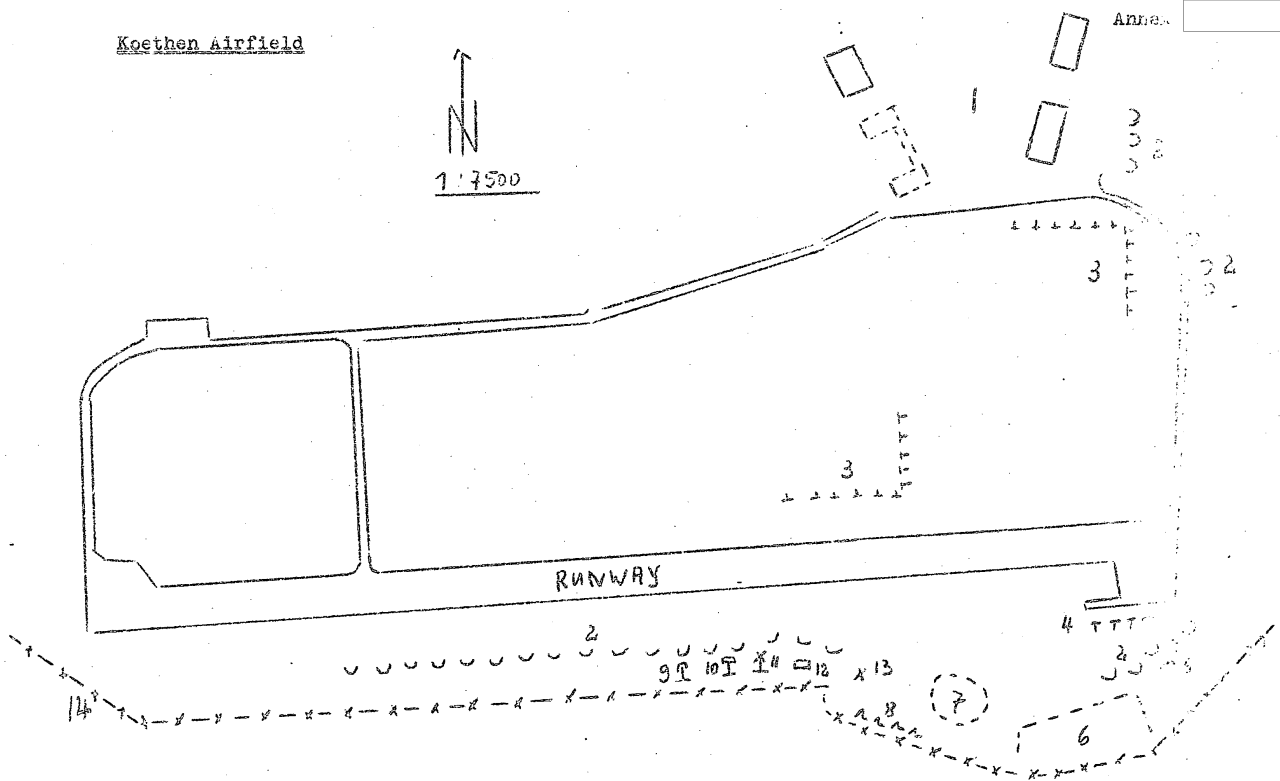
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Koethen Airfield

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Annex

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For legend, see next page.

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Annex 1

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Koethen Airfield

- 1 Hangar area.
- 2 Shrapnelproof aircraft revetments.
- 3 Area frequently used for the parking of aircraft.
- 4 Alert flight.
- 5 New building, probably used as alert shack for personnel of alert flight.
- 6 Ammunition dump.
- 7 AA gun emplacements.
- 8 Tents belonging to AA gun emplacements.
- 9 Radio truck with umbrella-type antenna.
- 10 Fishnet-type radar set.
- 11 Kniferest-type radar set.
- 12 Radio truck with rod antenna.
- 13 Model AA4 MK3 radar set.
- 14 Fence. 0

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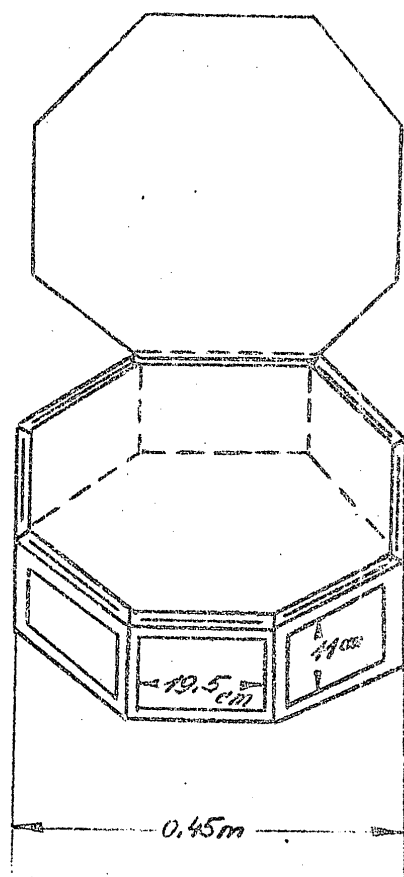
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Annex 2

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Frame with Lid Ordered for Koethen Airfield



Octagonal frame with hinged lid and without bottom. A glass plate is to be fitted into the frame. The pane is probably to be marked with letters.

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